

# FIVE DEAD AND MILLIONS LOST IN STORM; BROTHERHOOD CHIEFS SAY STRIKE SURE

## TAMPA'S WATER FRONT IS WRECKED; BEAUTIFUL BAYSHORE DRIVE PILED HIGH WITH WRECKAGE FROM STORM

### Sunset Beach Wiped Off Earth—Anxiety Felt for Safety of Many Rescuers in Ybor City—College Students Safe

(By Associated Press)

Lakeland, Oct. 26.—South Florida spent today recapitulating the damage, estimated to run well into millions of dollars, caused by the gulf hurricane which tore northeastwardly across Florida's peninsula yesterday. At times attaining velocity of 70 miles an hour, the gale brought destruction to smaller obstacles in its path, but only in a few instances, according to reports, causing a loss of life.

While there has been only three or four isolated cases of death from the storm it is feared the clearing away of the debris in Tampa's wrecked portions might add to the list. Of the cities and towns within a radius of 40 miles of Lakeland that could be reached by automobile today, Tampa appears to have suffered the greatest damage. The Bay Shore drive, residential section from Franklin street to Port Tampa, is a panorama of destruction. Trees are down, houses with roofs torn away and foundations weakened from the tidal wave that swept in over the sea wall from Tampa Bay, have collapsed and logs and other debris swept in on the onrushing water's crest now grace what were once the beautiful lawns of the Hyde Park sections, one of Tampa's most fashionable suburbs.

Along the waterfront large sections of the sea wall were swept away and parts of the streets were washed into the bay. Houses immediately adjoining the boulevard were crushed in by the gale without apparent resistance.

Sunset Beach, a popular resort of Tampa, was completely destroyed. Small houses were torn down and washed away and the white sands of the beach now show no vestige of ever having been inhabited.

## DOWNTOWN SECTION OF TAMPA IS NOT SO BADLY HURT AS SUBURBS

The downtown section of Tampa is more fortunate than the suburbs. The damage in the city proper being confined to the breaking of plate glass windows, the tearing away of awnings and the shattering of buildings. A warehouse occupied by the Gulf & Southern Lumber company was destroyed. It was part of the Mallory Line docks.

Here and there throughout the city are stranded street cars, victims of the sudden failing of the city's power plant. Telephones and electric light wires dangled in a tangled mass, giving little hope of an early resumption of service.

Conservative estimates placed the damage in Tampa property at \$3,000,000. The storm travelling north appeared to concentrate its full force on Ybor City, the Latin quarter of Tampa, nearly 500 houses were wrecked in that section. In the Palmetto section approximately four

## SOUTHERN COLLEGE STUDENTS NARROWLY ESCAPE FROM BEACH

The anxiety felt for the safety of some 300 students of Southern College at Clearwater Beach was relieved this afternoon when messengers reached Tampa stating that all the students were taken across the bridge into Clearwater early Tuesday. City automobiles from Clearwater escorted the long bridge while the storm was breaking. The students and members of the faculty fled with their immediate possessions. Several of them were taken to Gray Inn at Clearwater and it is reported some slight injuries were sustained when that building later was badly damaged. The last automobile to cross the bridge was barely ahead of the tearing away of long span of the bridge, it is reported. In Clearwater the power and ice plant and a theatre were badly damaged, according to reports reaching here, while small boats in the harbor were twisted and tossed about at the mercy of the wind. One party described how automobiles were picked up and turned over.

Reliable communications had not yet been established tonight with

## Storm Has Moved Out to Sea Again

(By Associated Press)  
Washington, Oct. 26.—The tropical storm which swept the Florida coast with such disastrous effect yesterday was central tonight about latitude 29 and longitude 75 degrees, the weather bureau announced, and was moving slowly eastward. This would put the storm about midway between the South Atlantic coast and Bermuda.

## HARDING IMPUDENT IN ADVISING SOUTH ON OBVIOUS DUTIES

(By Associated Press)  
President Speaks Like  
a Demagogue to Birmingham Throng

## TAMPERS WITH A MINE Presumes That Social Equality Can Never Be a Fact

(By Associated Press)  
Birmingham, Oct. 26.—North and south, white and black, were admonished by President Harding here today to put aside old prejudices and pretenses and set the face of the nation courageously toward a constructive and permanent solution of the race problem.

In a sweeping presentation of his views, which were received with varying manifestations of emotions by a crowd of several thousands, whites and negroes, the President declared social equality between the races must not be considered a possibility, but that the black man must have an increased political, economic and education opportunity if the American nation is to live true to its traditions of democracy.

The address, one of five delivered (Continued on Page 8)

## DR. HADLEY IS GUILTY OF MURDERING WIFE; WILL BE ELECTROCUTED

(By Associated Press)  
Richmond, Va., Oct. 26.—A verdict of guilty of murder in the first degree was returned by a jury in Henrico county circuit court here this afternoon in the case of Dr. Wilmarth A. Hadley, former United States army surgeon who was charged with the murder of his wife, Mrs. Sue S. Kathleen Tinsley Hadley, whose body was found in the James river near here about three years ago.

The verdict was returned after the jury had been out less than forty minutes. The verdict carries with it a sentence of death in the electric chair at the state penitentiary here. Dr. Hadley, who stood up while the foreman of the jury rendered the verdict received it without tremor.

Mrs. C. J. Hadley, the aged mother of the physician who had come from her home in Texas, was not in the court room when the jury rendered its verdict. Counsel for the defense made a motion for a new trial on the ground that the verdict was contrary to the law and the evidence. Dr. Hadley, cool and collected, turned to his attorneys after the verdict had been read and said: "I wish you gentlemen to understand that I am more than appreciative of the services you have rendered me. There was not a flaw in the defense."

Pass-a-Grille, Manatee, Sarasota, Bradenton, Palmetto, Terra Seia, Ellington or any other towns on the Tampa Southern railroad, a branch of the Seaboard extending from Turkey creek to Sarasota.

## FIVE LIVES KNOWN LOST IN ST. PETE AND TAMPA

First Dispatch Through  
From Stricken City  
Tells Story

## MANY HEROIC RESCUES

One Woman Spent Entire  
Night Clinging to  
Yawl

(By Associated Press)  
Tampa, Oct. 26.—Five persons are known to be dead in this city and St. Petersburg as the result of yesterday's storm, which caused a local property damage estimated at between \$1,000,000 and \$2,000,000. The storm was the worst that has struck this section since 1841. The known dead of Tampa are:

Jimmy Luma, killed by a live wire Tuesday.

Mrs. J. D. Wilder, drowned today.

Louis Voire, drowned Tuesday.

At St. Petersburg there were two known deaths:

F. C. Wolse, 18, was crushed when a roof fell on him.

J. W. McLean, 75, died of excitement while closing the windows of his home.

The entire waterfront of St. Petersburg was washed away but at yet it is impossible to determine the extent of the damage there. The sum 150 residents of Pass-a-Grille were saved though the island was damaged to the extent of approximately \$100,000.

This city's property loss is shared by half by the street car telephone and telegraph companies. About one fourth of the damage was borne by roads and bridges. The remainder of the estimated loss is widely scattered among buildings, principally among the residential section.

## Stories of Heroic Rescues

(By Associated Press)  
Plant City, Oct. 26.—Stories of heroic rescues of persons at Tampa mentioned as a result of the gulf storm which flooded a large portion of the city begin to filter through improvised communication systems to this town today. Plant City, about twenty miles north of Tampa, and itself badly dealt with by the storm is now serving as an outlet for Tampa with the outside world.

Plant City throughout the day has maintained an efficient telegraph communication with north Florida, while messages destined for Tampa and St. Petersburg are being conveyed by automobiles which ply roads strewn with fallen trees and telegraph and telephone lines.

The numerous beach resorts around Tampa, St. Petersburg and Clearwater suffered severely from the storm, according to advices reaching here.

Notable among the rescues was that of Mrs. W. C. Greene, wife of a leading merchant. She was making fast a small boat to the dock when a gust of the wind carried her well out into the bay. She finally managed to reach a yawl and for several hours she was tossed about at the mercy of the storm. Without paddles or any means of guiding her destiny she was finally carried up a small creek where she was rescued this morning after being imperilled for twenty hours.

The Tampa Tribune printed a four

## Final Effort For Peace is On Today

(By Associated Press)  
Chicago, Oct. 26.—The government will make its final appeal to prevent the threatened general railroad strike tomorrow morning at 9 o'clock when presidents, general chairmen and executive committees of the five train service unions meet here at a conference reported to have been arranged at the instigation of the United States Railroad Labor Board.

## PRIEST IS LURED FROM HIS RECTORY AND SHOT IN HEAD

Assassination Is Very  
Similar to That of  
Father Breslan

## STRANGER MADE CALL

Possees Forming to Get  
Slayer If Dogs Take  
to Trail

(By Associated Press)  
Lead, S. Dak., Oct. 26.—The body of Father A. B. Belknap, rector of St. Patrick's cathedral here, was found today on "Poor Man's Gulch," highway near the city limits of Lead. A bullet from a large calibre revolver had pierced his heart. The priest had been lured to his death by a man who a few minutes before had appealed to Father Belknap to come with him to administer the last sacrament of the church to a sick man.

Tonight the authorities of Lead were without a clue to the identity of the slayer. Bloodhounds were on the way from Mitchell, S. Dak., and when they arrive search for the murderer will start. Throughout the Black Hills scores of men were ready tonight to form posses.

## Called Out At Early Hour

It was about 3:15 o'clock this morning when aman rang the bell at the door of Bishop J. J. Lawler's residence where Father Belknap lived. The young priest answered the call. Father Hoben and Father Belknap's parents, also living at the Lawler home, heard a man ask Father Belknap to come with him to the home of a sick friend. Father Belknap went to his garage to get his automobile. His visitor accompanied him.

The starter on the car would not work and the pair left afoot. That was the last occupants of the Bishop's residence heard of the priest until his body was found half an hour later. It lay in the roadway, face downward. A large bruise on the back of the Priest's head indicated he had been struck from behind with a blunt instrument.

page edition here this morning, but this afternoon returned to Tampa.

## (By Associated Press)

## Train Load May Be Lost

Lakeland, Oct. 26.—Fears for the safety of a train load of refugees who left Boca Grande early yesterday morning were expressed tonight by officials of the Charlotte Harbor & Northern railway at Mulberry. They have been unable to obtain any information from Boca Grande. A relief train was dispatched early this morning, but it was halted ten miles north of Boca Grande by a series of impassable washouts.

## NO POWER ON EARTH CAN STOP MEN FROM WALKING OUT EXCEPT WHAT IS TERMED 'SATISFACTORY SETTLEMENT'

### Declarations Made Following a Day Of Verbal Jockeying With Labor Board— Big Four Certain to Strike

(By Associated Press)

Chicago, Oct. 26.—Executives of the Big Four Brotherhoods and the Switchmen's Union of North America, after a day of verbal jockeying with the United States Railroad Labor Board, declared late today that no power on earth save a "satisfactory settlement" can prevent their men walking out, beginning next Sunday morning at 6 o'clock.

Their declaration came at the close of a day of fruitless questioning when Judge R. M. Barton, chairman of the Labor Board, called each union president in turn and asked him four prepared questions, the third of which was:

"If the board shall declare a strike if not justified and should not occur and direct that the employees not strike, will that order be obeyed?"

The union chiefs, Warren S. Stone, of the engineers, W. G. Lee, of the trainmen, L. E. Sheppard of the conductors, W. S. Carter, of the firemen and T. C. Cashen, of the switchmen—declared in turn they had no power to cancel the strike order, expressed the individual opinion that their men would not obey an order from them or the board to remain at work, and reiterated their previous declarations that only "satisfactory settlement" could avert a walkout.

Such a settlement, they said, would be reconsideration by the Labor Board of its 12 per cent. wage reduction order of last July 1, or a movement by the individual railroads to confer with the unions and set aside the board's order.

## BOARD ASKS LEADERS PREPARED QUESTIONS ON BASIS FOR PEACE

W. S. Carter declared a settlement should also reimburse the men for the pay lost since July 1 as a result of the wage cut.

The other three questions asked the union leaders were:

"Who, or what authority in your labor organization, can withdraw the order to strike or stop a strike?"

"Suppose you, the chief executives of your organization, or your executive committee, issued an order or a statement that a strike should not occur, do you not believe the strike would be prevented?"

"Will you, as chief executive, use your power and influence to see that the orders of the board on the latter be obeyed?"

That the government contemplates injunction proceedings against the unions for violating the transportation act was indicated by the trend of questioning conducted by Ben W. Hooper, representative of the public on the board.

Hooper sought throughout his examinations of the five union leaders to bring out that their strike order was not only in defiance of the July wage cut decision but, by including other and unsettled questions violated that part of the transportation act which says all disputes "shall" be referred to the board first for settlement.

Lee, of the trainmen, said the organization's ballot was based solely on the July 1 wage cut and declared he had withdrawn from the brotherhood's joint meeting and refused to subscribe to their ballot. The language of the joint ballot, he said, implied other questions were involved.

The other leaders defended the joint ballot and asserted that all the other questions referred to, all had a bearing on the frame of mind which led the employees to vote for a strike.

## OTHER QUESTIONS THAN WAGES INVOLVED IN MEN'S GRIEVANCE

The question of time and one half for overtime and of a general revision of schedules were included in the discussion preceding the strike question proper on both the joint ballot and that of the trainmen, they said. While all the union chiefs maintained that the strike question was technically taken on the July wage cut all admitted that the other questions would probably figure in any settlement leading to calling off the strike.

Questioning of the union leaders brought out that a vote against the strike had been returned on twenty-three roads by the conductors; on fourteen roads by the trainmen and on three roads by the firemen. Cashen said the switchmen on every system voted in favor of striking. Stone, after a heated protest against furnishing the information "to his enemies" agree to obtain it from his office in Cleveland.

The hearing was marked by frequent clashes between members of the board and Stone. The engineer grand chief charged Chairman Barton was not giving the unions a fair hearing after he had attempted to introduce the names of seven roads which he said violated orders of the board. The chair ruled against the evidence.

"It is not our purpose to sit here and listen to discussion going back into the history of other decisions or the merits of decisions that we have rendered," the chairman said. "If you want to be heard on that you may be heard at any other time and place."